

COTTAM & Co.
Ex S.S. "Formosa."
ANDERSON'S
WATERPROOF CLOAKS.
CHRISTY'S TWEED CAPS.
COLLARS
(ALL SIZES AND SHAPES).
TRAVELLING TRUNKS,
6-6, 6-7, 6-8.

The Hongkong Telegraph.

ESTABLISHED 1881.

"ODOL."
THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
74, QUEEN'S ROAD CENTRAL,
HONGKONG.

NEW SERIES No. 429

日九十月七年二十二緒光

THURSDAY, AUGUST 27, 1896.

四拜禮

號七廿月八年英港香

THIRTY DOLLARS
PER ANNUM.

THE MERCANTILE BANK OF INDIA LIMITED.
AUTHORISED CAPITAL £1,000,000
SUBSCRIBED £1,000,000
PAID-UP £688,500
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED ON CURRENT
ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balance.

ON FIXED DEPOSITS —
For 12 Months 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 7th July, 1895.

THE NATIONAL BANK OF CHINA, LIMITED.
Authorized Capital £1,000,000
Subscribed Capital £500,000
HEAD OFFICE — HONGKONG.

Court of Directors:—
D. Gillies, Esq., | Chow Tung Shang, Esq.,
H. Stollerfoht, Esq., | Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq., |
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE — LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITIES OF SHARE-
HOLDERS £800,000
RESERVE FUND £325,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balance.
On Fixed Deposits for 12 months... 4 per cent.
" 6 " 3 " "
" 3 " 2 " "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL £10,000,000
RESERVE FUND £5,000,000
RESERVE LIABILITIES OF PROPRIETORS... £10,000,000
COURT OF DIRECTORS:—
A. McCOMACHIE, Esq.,—Chairman.
St. C. MICHAELSEN, Esq.,—Deputy Chairman.
Hon. J. J. Bell-Irving, Esq.,
G. B. Dodwell, Esq.,
M. D. Eckel, Esq.,
R. M. Gray, Esq.,
N. A. Slobs, Esq.,
CHIEF MANAGER:—
HONGKONG: T. JACKSON, Esq.,
MANAGER:
Shanghai: J. P. WADE GARDNER, Esq.,
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.
INTEREST ON FIXED DEPOSITS:—
For 3 months, 2 1/2 per Cent. per annum.
For 6 months, 3 1/2 per Cent. per annum.
For 12 months, 4 1/2 per Cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 15th August, 1896.

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.
INTEREST ON deposits is allowed at 3 1/2 per
Cent. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK, to be placed on FIXED
DEPOSIT at 4 per Cent. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895.

Notice of Firms.
NOTICE.
WE have This Day OPENED a BRANCH
of our FIRM in YOKOHAMA for
Business in RAW and WASTE SILK, &c.,
and have Authorized Mr. H. BENT to Sign
per Procuration.
HERBERT DENT & Co.
Canton, 15th August, 1896.
NOTICE.
I HAVE This Day commenced Business as a
GENERAL COMMISSION AGENT.
W. SHEWAN.
Hongkong, 20th July, 1896.

THE PHARMACY.
TANSAN, TANSAN,
TANSAN.
This refreshing and invigorating Table Water contains 2 per cent. more IRON CARBONATE
than any Water from similar Spas.
Sole Agents for HONGKONG and SOUTH OF CHINA:—
FLETCHER & CO.
and
CARMICHAEL & CO.
605]

FRESH DAIRY BUTTER.
WHOLESALE AND RETAIL.
The product of the PRINCE OF WALES DAIRY COMPANY, Bombay, India. This BUTTER
is guaranteed PURE and of THE FINEST QUALITY.
In 2lb., 1lb. and 1/2 lb. TINS. RETAIL PRICE—\$1.25, 60c. and 30c.
THE HONGKONG BUTCHERY,
CENTRAL MARKET.
J. TATAM,
PROPRIETOR.
Hongkong, 1st July, 1895.

Insurance.
EMPRESS ASSURANCE CORPORATION,
LIMITED.
FIRE AND MARINE.
WE have This Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.
HOLLIDAY, WISE & Co.
Hongkong, 28th April, 1896.
THE MANCHESTER FIRE ASSURANCE
COMPANY.
ESTABLISHED A.D. 1824.

CAPITAL £2,000,000
TOTAL FUNDS AND SECURITIES £2,480,053
NET ANNUAL FIRE PREMIUM £757,478
HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN and CHINESE RISKS
at CURRENT RATES.
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896.
NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.
THE Undersigned AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.
SIEMSEN & Co.
Hongkong, 28th May, 1895.

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL, TAEIS £600,000 } \$833,333-33
EQUAL TO }
RESERVE FUND } \$318,000-00
BOARD OF DIRECTORS.
LEE SING, Esq., | LO YUEN MOON, Esq.,
LOU TSO SHUN, Esq., |
MANAGER—HO AMEL.
MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1895.

NOTICE.
THE MAN ON INSURANCE COMPANY,
LIMITED.
CAPITAL SUBSCRIBED \$1,000,000
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1896.

Intimations.
GENERAL DRAPERY.
WANTED A RELIABLE ASSISTANT as
GENERAL SALESMAN in a RETAIL
DRAPERY STORE.
Apply by Letter, stating Experience, &c., to
W. POWELL & Co.
Hongkong, 16th August, 1896.

JUST LANDED.
A FRESH STOCK OF MILK-MAID
BRAND, SWISS MILK.
Per 1 Doz. Tins \$2.00
5% Discount for Cash.
H. RUTTONJEE.
Hongkong, 26th August, 1896.

**BRITISH MERCANTILE MARINE
OFFICERS' ASSOCIATION.**
NOTICE OF REMOVAL.
THE ROOMS of the BRITISH MERCHANT
MARINE OFFICERS' ASSOCIATION
are now situated at
No. 4, BLUE BUILDINGS, WANCHAI,
and are READY for the use of MEMBERS.
WALTER CANDLER,
Secretary.
Hongkong, 25th August, 1896.

CAROLINEUM-AVENARIUS
USED FOR 20 YEARS.
With the Utmost Success.
Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.
Sole Agents for China,
SHEELE & Co.
Hongkong, 15th May, 1896.

Intimations.
PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.
FOR STREAMERS CAPTAINS TO SAIL REMARKS
JAPAN Ancona W. D. Madie Noon, 28th Aug. (Freight or Passage,
(Passing through
the Inland Sea.)
LONDON Formosa R. A. Peters About 2nd Sept. Freight or Passage.
SHANGHAI Rohilla F. N. Tillard About 6th Sept. Freight or Passage.
LONDON Shanghai J. Cowie, R.N.R. About 16th Sept. Freight or Passage.
For Further Particulars, apply to
H. A. RITCHIE, Superintendent,
Hongkong, 24th August, 1896.

**MOUNT AUSTIN
HOTEL.**
1,400 FEET ABOVE SEA LEVEL.
TELEGRAPHIC ADDRESS, "EXCLAMOR," HONGKONG, A. B. C. Code. TELEPHONE, No. 35.
THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN QUEEN'S ROAD.
Tiffin at 1 P.M. DINNER at 8 P.M.
ARRANGEMENTS can be made for Tiffin or Dinner Parties in Private Dining-Rooms.
For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.
Hongkong, 27th July, 1896.

**THE "BUGLE" BRAND.
BASS' PALE ALE,
GUINNESS' EXTRA STOUT.**
BOTTLED BY
M. B. FOSTER & SONS, LTD.
The Largest Shippers of BASS' BEER in the World.
I, C. & Co. are now introducing to this Market two brands of first class Whisky,
which they advise all connoisseurs to try.
THE N. B. WHISKY.
This is a Splendid Blend, mellow and smooth,
10 YEARS OLD—Price per Dozen... \$12.
LONG JOHN WHISKY.
THE "DRY OF BEN NEVIS"
from the Far Famed Distillery at Fort William,
5 YEARS IN WOOD—Price per Dozen... \$14.
LANE, CRAWFORD & CO.
Hongkong, 17th August, 1896.

MEALS
MONTHLY RATES FOR
AT H.K. HOTEL.
BREAKFAST \$12.00
Tiffin 15.00
Dinner 20.00
ALL 3 MEALS 42.50

AQUARIUS
A SPARKLING MINERAL TABLE WATER
MANUFACTURED FROM
PURE TREBLE DISTILLED WATER.
ESTD. 1864.
"The latest thing in Mineral Waters that we have happened upon is
AQUARIUS. We have tried it plain, and tried it with Whisky and have
nothing but good to say of it."—"MAN OF THE WORLD."
CALDBECK, MACGREGOR & Co.,
GENERAL MANAGERS,
THE AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 25th August, 1896.

THE CLUB HOTEL
5, BUND, YOKOHAMA.
FIRST-CLASS HOTELS, centrally situated, well-furnished, the Coffee under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT.
Experienced English matron in attendance.
The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.
VISITORS have the option of meeting either in TOKYO or YOKOHAMA; without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.
Certified Guides are in attendance at both Hotels.
THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.
E. V. SIOEN, Manager, YOKOHAMA.
L. DEWETTE, Manager, TOKYO.

Intimations.
**BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.**
HONGKONG HOTEL—PRAYA.
THE ONLY GOLD MEDAL AWARDED TO THE ASBESTOS TRADE WAS OBTAINED
BY BELL'S ASBESTOS CO.
THE HIGHEST GRADE PACKINGS AND JOINTINGS KEPT IN STOCK.
ENGINE AND CYLINDER OILS ABSOLUTELY UNBEATABLE
IN QUALITY AND PRICE.
ASBESTOS IN EVERY FORM FOR FILTERS, CHEMICAL PUMPS, &c.
W. JACKSON,
Manager.

**UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.**
SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,
PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.
The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.
The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.
"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.
SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT: THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.
1030]

W. POWELL & CO.
NEW LACES.
NEW MILLINERY.
NEW RIBBONS.
W. POWELL & CO.
Hongkong, 22nd August, 1896.

W. BREWER & CO.
JUST LANDED—NEW STOCK.
BOOTS and SHOES. TOURIST WRITING CASES.
POCKET BOOKS. CARD CASES, &c.
TENNIS POLES and NETS. TENNIS RACQUETS.
TENNIS BALLS. TENNIS SHOES.
CRICKET, BATS, BALLS, STUMPS, &c., &c.
NAVY CUT TOBACCO. ENCHANTRESS EGYPTIAN CIGARETTES.

MANZANILLA
A LIGHT DRY SHERRY
OF
EXCELLENT QUALITY.
Per 1 dozen Bottles.....\$9.00
A large stock of SHERRIES on hand at from
\$7.00 to \$80.00 per Dozen.
TRADE MARK.
YUEN WO.
TELEPHONE, No. 135.

GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 19, QUEEN'S ROAD CENTRAL.
Hongkong, 14th August, 1896.

**IASTRAM'S PATENT
GOLDEN MEDAL
PETROLEUM ENGINES**
OF 2 TO 12 H.P.
FOR FACTORIES AND LAUNCHES.
WORKED BY ORDINARY PETROLEUM.
Consumption of Petroleum 1 lb. per H.P. and Hour.
A Working Stationary Engine and a Launch with a 4 H.P.
Engines will be shown and full particulars be given on application.
SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.
47] NO PROFESSIONAL ENGINEER REQUIRED.

FOR SALE.
G. H. MUMM & Co's CHAMPAGNE.
12 cases of 6 doz. pints \$35 per case.
do 1 " quarts \$35 " "
SHEWAN & Co.,
Agents.
Hongkong, 25th June, 1895.

Co-day's Advertisements.

**AN ORGAN RECITAL
WILL TAKE PLACE**
AT THE
ROMAN CATHOLIC CATHEDRAL,
TODAY
(THURSDAY), the 27th August,
AT 9.15 P.M.

ON THE OCCASION OF THE OPENING
OF THE NEW ORGAN.

- 1.—Grand March—For Organ (composed for the occasion), by Mr. J. Orange.
- 2.—Inflammation—For Soprano from Rossini's, *Stabat Mater*.
Miss CARVALHO.
- 3.—Barcarolle—For, Oboe, Clarinet, and Violoncello.
LADIES & GENTLEMEN AMATEURS.
- 4.—Mosaic—For Organ in distance and for Flute and Clarinet for Organ, by Maestro A. CATTANEO.
- 5.—Salve Maria—For Organ, by Mercadante.
Maestro CATTANEO.
- 6.—Pastorale—For Organ (Bach).
Mr. O. GRIMBLE.
- 7.—No. 6 Sonata—For Organ, by Mendelssohn.
Mr. O. GRIMBLE.
- 8.—Cujus Anima—For Tenor—from Rossini's *Stabat Mater*.
Mr. D. K. SLIMAN.
- 9.—Serenade—For Orchestra of Mandolins and Guitars, by Acron.
LADIES & GENTLEMEN AMATEURS.
- 10.—Ave Maria—For Soprano, by Mascagni.
Mrs. HAGEN.
- 11.—(a) Qui tollis and Qui Sedes From for Organ.
A. CATTANEO.
(b) Laudamus te for Tenor.
(c) Credo—Duet for Tenor and Bass.
Messrs. VAN NIKROP & KRALL.
- 12.—Solo for Tromba and Maraca finale for Organ, by Maestro CATTANEO.
Maestro A. CATTANEO.

ADMISSION FREE.

Hongkong, 27th August, 1896. [1329]

**THEATRE ROYAL,
CITY HALL.**

SATURDAY, the 29th August, 1896.

**MR. FRANK BURTON,
"THE AMERICAN HUSTLER."**

A GRAND SMOKING CONCERT

AND
VARIETY ENTERTAINMENT

In which "The Hustler" will appear and sing, mimes, tell you, "where it is, what it is, and how it is," "No matter what happens, laugh for life is only a joke."

Mr. C. T. ROBINSON will describe the Ups and Downs of a "LONDON LAMPLIGHTER" and tell a little of the world and its ways, concluding with the Song, "NOT ME."

Messrs. PINCHING, PAYCE and NEWMAN, (Stance Dance).

Mr. R. LANG—Eccentric Comedian.
Mr. PAYCE—Descriptive Vocalist.
Messrs. PINCHING and NEWMAN, (Top-boob Dance).

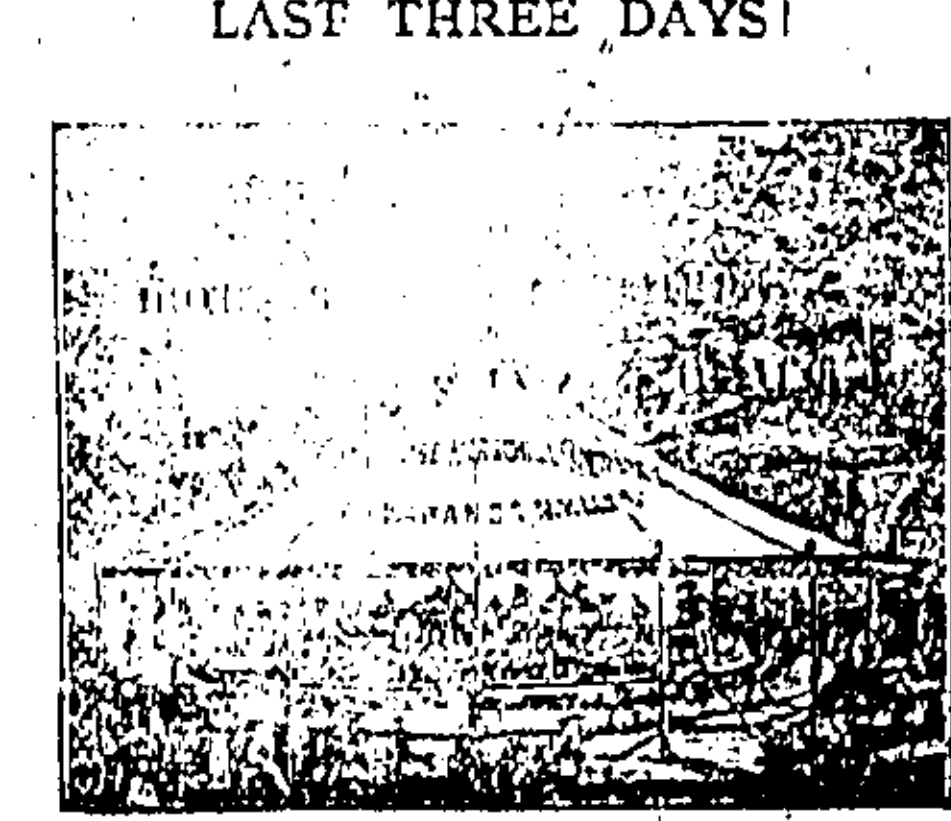
Mr. R. F. LAMBERT and other leading Amateurs have kindly promised to assist.

Popular Prices:—
Dress Circle \$2.00
Stalls 1.00
Back Seats 0.50
Doors Opened at 8.30 P.M.
Smoking Commences at 9 P.M. Sharp.

BOX OFFICE: Messrs. W. ROBINSON & Co.

FRANK BURTON,
The American Hustler,
Manager.
Hongkong, 27th August, 1896. [1355]

LAST THREE DAYS!



THE MANAGER begs to inform the Public

and those who have not as yet availed themselves of the opportunity of VISITING

and RIDING on the AMERICAN STEAM RIDING GALLERY that this is positively the

Last Week in Hongkong. Good Music, &c.

FRIDAY AND SATURDAY,
from 3 to 6.30 P.M.

CHILDREN HALF-PRICE.
Hongkong, 27th August, 1896. [1332]

TO LET.

DWELLING HOUSES:—
Nos. 2 & 5, RUPON TERRACE.
No. 2, MAGDALENE TERRACE—
MAGDALENE GAP.

"TULLA BEE" (BUNGALOW)—
MAGDALENE GAP.
GODOWNS IN BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT
& AGENCY Co., Ltd.
Hongkong, 27th August, 1896. [1331]

Co-day's Advertisements.

BELILOS PUBLIC SCHOOL.

THIS SCHOOL will RE-COMMENCE on
TUESDAY, the 1st September.
Hongkong, 27th August, 1896. [1354]

IN THE MATTER OF ORDINANCE No. 2 OF 1893

AND

IN THE MATTER OF THE APPLICATION OF

CHARLES HENRY PALMER, JOHN WILLIAM

ALVIRTUS BAUGHMAN, and JOSEPH

HENRY PALMER, JOHN WILLIAM

BAUGHMAN, and JOSEPH ALVIRTUS

BAUGHMAN, for the EXCLUSIVE USE WITHIN THE COLONY

OF HONGKONG, OF AN INVENTION FOR

"IMPROVEMENTS IN AND RELATING

TO MACHINES FOR FILLING

BOXES WITH MATCHES."

NOTICE is hereby given that the

PETITION, SPECIFICATION and

DECLARATION required by the above cited

Ordinance have been duly filed in the Office of

the Colonial Secretary of Hongkong, and that

it is the intention of the said CHARLES

HENRY PALMER, JOHN WILLIAM

BAUGHMAN, and JOSEPH ALVIRTUS

BAUGHMAN, by WILLIAM ELIZABETH HUNT, their

sole authorized Agent and Attorney in fact, to

apply to the Sittings of the Executive Council

hereinafter mentioned for LETTERS PATENT

for the exclusive use within the said Colony of

Hongkong of the above-named Invention.

And Notice is also hereby given that a Sitting

of the Executive Council, before whom the matter

of the said Petition will come for decision, will

be held in the Council Chamber, at the Govern-

ment Offices, Victoria, Hongkong, on MONDAY,

the 14th September (proximo), at 10 A.M.

Dated the 21st day of August, 1896.

W. E. HUNT,

Agent and Attorney in fact for

CHARLES HENRY PALMER, JOHN WILLIAM

BAUGHMAN, and JOSEPH ALVIRTUS BAUGHMAN,

[1353] "Glencely," Hongkong.

IN THE MATTER OF ORDINANCE No. 2 OF 1893

AND

IN THE MATTER OF THE APPLICATION OF

EBENEZER BENTON BEECHER and JACOB

WRIGHT, RESIDING RESPECT-

IVELY AT No. 35, FRANKLIN STREET,

NEW HAVEN, BOTH IN THE COUNTY OF

NEW HAVEN AND STATE OF CONNECTICUT,

U.S.A., FOR LETTERS PATENT FOR THE

EXCLUSIVE USE WITHIN THE COLONY OF

HONGKONG, OF AN INVENTION FOR

"IMPROVEMENTS IN AND RELATING

TO (1) MACHINES FOR MAKING

MATCHES, AND (2) FOR MAKING

WAX MATCHES."

NOTICE is hereby given that the

PETITIONS, SPECIFICATIONS and

DECLARATIONS required by the above cited

Ordinance have been duly filed in the Office of

the Colonial Secretary of Hongkong, and that

it is the intention of the said EBENEZER

BENTON BEECHER and JACOB WRIGHT,

by WILLIAM ELIZABETH HUNT, their duly

authorized Agent and Attorney in fact, to apply

to the Sittings of the Executive Council hereinafter

mentioned for LETTERS PATENT for the

exclusive use within the said Colony of Hong-

kong of the above-named Inventions.

And Notice is also hereby given that a Sitting

of the Executive Council, before whom the matter

of the said Petition will come for decision, will

be held in the Council Chamber, at the Govern-

ment Offices, Victoria, Hongkong, on MONDAY,

the 14th September (proximo), at 10 A.M.

Dated the 21st day of August, 1896.

W. E. HUNT,

Agent and Attorney in fact for

EBENEZER BENTON BEECHER and JACOB

WRIGHT, [1354] "Glencely," Hongkong.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN."

Captain J. S. ROACH, will be despatched for the

above Port on SUNDAY, the 30th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.

Hongkong, 27th August, 1896. [1353]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA,

PERMAN GULF, CONTINENTAL and

AMERICAN PORTS.

THE Steamship

"ROSETTA,"

Captain F. N. TILLARD, carrying Her Majesty's

Mails, will be despatched from this for

BOMBAY, &c., on THURSDAY, the 10th

September, at Noon, taking Passengers and

Cargo for the above Ports. This steamer connects

at Bombay with the S.S. *Shannon*, leaving that

Port on the 3rd Oct. for London direct.

Silk and Valuable, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay.

Passes will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's Bills

of Lading.

For further Particulars apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 27th August, 1896. [1351]

Intimations.

**DAKIN, CRUICKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.**

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are

made under the constant supervision of a duly

qualified English Chemist and will bear com-

parison with the best English Manufactures.

Special Terms to HOTELS, CLUBS, MESSERS and

other Large Consumers.

Any complaints should be addressed to the

Manager.

Hongkong, 27th May, 1896. [1327]

A. S. WATSON & CO.,

LIMITED.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS

OF

AERATED WATERS.

OUR AERATED WATER FACTORY is

sited with the best English Machinery, embody-

ing the latest improvements in the trade.

The Purest Ingredients only are used, and the

utmost Care and Cleanliness exercised in the

Manufacture throughout.

The Water used is proved by repeated

Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed and

placed on board ship at Hongkong prices, and

the full amount allowed for Packages and Emplies

when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is

"DISPENSARY, HONGKONG."

And all signed messages addressed thus will

receive prompt attention.

The following is a List of Waters always

kept ready in Stock:—

PURE AERATED WATER,

SODA WATER,

LEMONADE,

POTASH WATER,

SELTZER WATER,

LITHIA WATER,

SARSAPARILLA WATER,

TONIC WATER,

GINGER ALE,

GINGERADE.

No Credit given for Bottles that look dirty or

greasy, or that appear to have been used for any

other purpose than that of containing Aerated

Waters, as such Bottles are never used again

by us.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY.

Hongkong, 4th July, 1896. [1326]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 27, 1896.

REUTER'S MESSAGE.

CRISIS AT ZANZIBAR.

LONDON, August 27th.

The Sultan of Zanzibar is dead.

Said Kall, who has proclaimed himself Sultan,

has seized and barricaded the place with

seven hundred armed men at his disposal.

Men from the British ships *Phoenix*, *Thrush*,

and *Sparrow* have been landed, and await

orders.

Trouble is feared.

LOCAL AND GENERAL.

THE Portuguese gunboat *Diu*, after docking at

Tanjong Pagar, left Singapore on the 20th inst.

at 9.45 a.m. for Macao.

Mr. M. GRUBB, the Hon. Treasurer to the *Anti-*

Relief Fund, requests as to remind intending sub-

scribers that the subscription list close on the

31st instant.

It is notified that the direct Hongkong Cable is

accustomed manner. Few horse carriages are to be seen on the streets, but the rickshaws, chiefly blue or white, carried on poles between two coolies, and the single junks are the principal vehicles for those who do not care to go on foot, and one can pass through the busiest streets of Hongkong in a junk, without a nervous apprehension of being run into by careless or incompetent drivers, as one cannot do in similar places in Singapore. There is another means of locomotion, which I was anxious to try, and that is the cable tramway to the Peak. From the harbour you can see a slender, thread-like line stretching up the hill at the bottom of a gully, and on the line, from time to time, two oblong grey objects, not unlike the insect called the "slater" in Scotland, creeping to meet one another, and passing each other midway up the slope. This is the cable tramway, on the subject of which, the chair-coolies are still sore, and to which the Chinese generally attribute the misfortunes that have recently fallen on Hongkong. The line is supposed to have wounded the superstitious spirits of the local deities. Circumstances, however, which I had no control prevented my going up the Peak on my first visit to Hongkong. I had promised some friends to stay with them there on my return voyage, but, alas for human schemes, the port was closed on account of the plague, and I saw Hongkong the second time from the deck of the steamer which lay at the Lyceum Pass and took meals up gingerly with long poles from the post-office launch. This third time I resolved that nothing should hinder a visit to the cable. The day was a fine one, and I engaged a rickshaw with a coolie and a half of the steamer's sailing. But I was told the journey up and down would not take more than twenty minutes, so I went and took my seat in the car, front seat, and looked up the steep line, which seems to have a gradient of one in two, waiting for the start. Half an hour passed, nothing happened except that some Chinese passengers arrived and took seats in the back part of the car. I got out and searched the station for a time-table, but none was to be seen. There were regulations and bye-laws, and fare-lists and there was a European, apparently the conductor, asleep on a bench, but no means of finding out when the car would start. If it would start at all. Another quarter of an hour passed, and I was about to give up, when I saw the car and went to the *Oceanic* in a very bad temper. It seems that they stop the running of the cars for an hour or two in the middle of the day, and it was just my luck to strike this pause, but I should have been saved the dreary wait if the authorities had posted a time-table at the station. These ended my journey to the Peak. The British Colony of Hongkong includes a strip of territory on the mainland opposite to Victoria City—Kowloon. The sea front at Kowloon is occupied by wharves and godowns, which present no very interesting features to the traveller. The old native city is some distance behind the concession, and I shall never forget the nocturnal visit I paid to it two years ago in company with a merry band of German naval officers. The genus naval officer—no matter what the nationality—has a peculiar taste for the pleasures of good nature; the officers of the broad sea on which he has made his home seem to produce a corresponding openness of character, and one does not realise the possibilities of heavy god fellowship till he has an extensive acquaintance amongst these gay warriors of the sea. In such company, it may be guessed that my night expedition to Kowloon City lacked neither interest nor amusement, not to say excitement. I cannot recall all my impressions of that eventful night. I vividly recollect the small of the place, the lights of the great theatre, how we lost our way on our return to the ship, and explored a considerable portion of the Chinese Empire before we struck the road leading to the wharf. The theatre was a sight not to be readily forgotten. It was a gigantic structure of bamboo poles, shot in on three sides, but open to the air on the side facing the stage. The roof of the stage projected about one-third of the way across the building, the rest of the auditorium was open to the summer sky. We clambered by bamboo ladders to a bamboo gallery, the floor of which was composed of bamboo placed transversely with considerable spaces between. There being no seats, we had to balance ourselves as best we could at the junctions of the transverse poles, and hold on by the upright posts. Light was supplied by great flaming torches, which threw a red and smoky light on the vast audience below. There must have been four or five thousand people present, all following with attention and frequent peals of laughter the action of the piece on the stage, which was the usual thing one sees in the Chinese *vaudeville* of Singapore. My unfortunate ignorance of the language prevented my seeing the jokes which caused such hearty merriment to the audience. But I have said that the Chinaman never laughs. That may be true in California, where the believers in equality put him under vexatious restrictions, crowd him into low, cramped, foul quarters, treat him with contempt, cruelty, and injustice, and then wonder why he is such an objectionably vicious scoundrel. If all one reads on the subject be near the truth, the Chinaman has little cause to laugh, in the land of the free. In his own land, under the petty tyrannies of a degraded government, he can laugh—and heartily too. Round the outside of the theatre, and thickly crowded near the entrance, the glare of a hundred torches revealed booths of all sorts, as in a country fair, for the sale of refreshments and those luxuries on which most of all nations, the Chinese included, waste their money when they have a day out. A merry interchange of chat passed between us and the stall-holders. It was nothing to either side that neither understood the other—good humour prevailed, and language is not needed to express lightness of heart.

THE IMPERIAL PRESS, LTD.

SIR WILLIAM ROBINSON AS A COMPANY PROMOTER.

[Daily Press, August 26th.]

The Prospectus of the Imperial Press, Limited, has been advertised. The capital is £25,000, of which a special issue of 5,000 shares of £1 each is offered for subscription. The members of the "General Committee," numbering forty-five, are for the most part connected with Her Majesty's services—Admirals, Generals, Colonial Governors, etc.—but there are also a few representatives of commerce, amongst them Sir Thomas Sutherland. Some local interest attaches to the enterprise, inasmuch as our present Governor, Sir William Robinson, K.C.M.G., is one of the General Committee, while our ex-Governor, Sir William Des Vaux, attacks the project in a letter to the Times.

[Daily Press, August 27th.]

With reference to the Imperial Press, Limited, reference to which was made in yesterday's issue, we understand that Sir William Robinson has made no investment of money in the concern. Seeing many of his friends' names down on the General Committee, and thinking the object sought to be attained a good one, Sir William added his, and that is all his connection with it.

FAR EASTERN DOCKS.

The following letter was published in the *Pail Mail Gazette* on the 20th ultimo:—

Dear Sir,—It will be remembered that Mr. Guchin's last Budget included upwards of £300,000 for extension of naval docks, &c., at Hongkong; this has been followed by occasional telegrams from the local Governor to Mr. Chamberlain reporting weekly mortality at that port caused by recrudescence of bubonic plague there. Meanwhile the public are in ignorance whether the proposed works are being proceeded with, or remain in abeyance under these circumstances. The following, from the *China Express* of the 7th inst., containing information with reference to the plague at Hongkong, will not be void of interest:—

The prevalence of plague at Kowloon has caused an exodus of no fewer than nine hundred men from the works of the Dock Company. The Company in normal times employs about three thousand men, and there is always plenty of work for the whole of them, but at the present time there are only just over two thousand hands employed. Fortunately it cannot be said that the trade of the colony is perceptibly interfered with by the shortage of dock hands, but if the rate of desertion from the works proceeds as it has done lately the inconvenience to shipping must increase to a material extent. The reason why these nine hundred men, most of whom are employed on skilled labour, have left work is, it is said, that they look upon Kowloon as a highly infected place. Many of the men have alleged illness as a cause of their absence, while others have plainly stated that not only are they afraid of contracting the disease and the treatment by the English doctors, but that many cases of plague occur in the district which never, for obvious reasons, come under the knowledge of the Sanitary Board officers. Many people, it is asserted, have after being stricken with the disease, left their homes in order to die in their native country, and it is further remarked that not a few dead bodies of persons who have been on their way have been picked up on the hillside. (It seems that the prejudice against the Western medical treatment is as deep-seated at Kowloon as ever, and even intelligent Chinese workmen have been heard to remark that English doctors poison the patients.)

The above extract appeared in the columns of the *Hongkong Daily Press* a few weeks ago in an article on the Plague. It is admitted that Hongkong should possess, without any unnecessary delay, docks suitable for our battleships, the existing docks not being sufficiently large. Meanwhile, there should be few, if any, obstacles to the immediate construction at Singapore of a large dock suitable for her Majesty's largest ships. Its salubrity is well known, and its central position is acknowledged. It is little more than 1,400 miles distant from Hongkong, or half-way to Calcutta, where there are no docks capable of admitting even large cruisers. It may not be generally known that Singapore was some years ago recommended for a naval station by Admiral Sir Harry Keppel, and that it was subsequently approved of by General Sir Andrew Clarke, R.E.; moreover, Singapore is already fortified as a naval coaling station, and it is believed that a large dock could be constructed there as economically as in any other part of the world, and assuredly long before a large naval dock could be completed at Hongkong, even under the most favourable circumstances.

Yours, &c.

EASTWARD HO!

THE BRITISH CROWN COLONIES.

[British Trade Journal.]

In proportion to its importance, no question has been so indifferently discussed as the economical condition of the Crown Colonies. Not only has no attempt been made to treat it with any approximate fairness, but even the aggregate statements which have been published are far below reasonable requirements. What-ever difference of opinion may prevail as to how the self-governing colonies of British North America, Australasia, and South Africa have progressed and may be improved in the near future, as regards their trade with the mother country, there is no doubt that the commerce between Great Britain and her Crown Colonies is far too limited. This unsatisfactory result is owing to several causes, the main ones being (1) inequitable import and export duties; (2) the great increase in recent years of the trade between these colonies and foreign countries, partly on account of cheaper goods being supplied from these countries than from the United Kingdom, and partly in consequence of the goods transported from the Continent of Europe to our Crown Colonies being carried by bounty fed ships and State railways; and (3) insufficient public works in these possessions, such as harbours, roads, and railways. If the British Colonial Office and the Governors and other administrators of the affairs of these colonies had devoted anything like as much real and energy to acquire themselves with the reasonable requirements for the development of trade therein, and with Great Britain particularly, as they should have done, this commerce would have vastly increased. We agree with the statements often made that while other European governments have very judiciously worked to develop their colonies, the British Government has done nothing for the colonies, and that the country has been too much disposed to notice the struggles with foreign competitors with almost benevolent neutrality. In such a wretched condition are some of our oldest Crown Colonies that they are nearly decayed and decadent as the old Portuguese and Spanish colonies. An important despatch was issued by Mr. Chamberlain on November 28th last to the Governors of Colonies on the question of trade with the United Kingdom. He seeks to obtain full information as to the extent to which in each of the colonies foreign imports have displaced or are displacing British goods of the same kind, and the causes of this. But if the annual reports of the Colonial Governors, especially those in Crown Colonies, had answered the just requirements of the inhabitants of the Colonies and the United Kingdom, the information which the Colonial Secretary requires from these administrators would have been supplied as a matter of course. After carefully reading these documents relating to Crown Colonies issued during several years, it is self-evident that their conclusions are of the most jejune and unreliable character, not only as regards general topics, but on other questions highly interesting to the mercantile community, such as the improvement and promotion of public works, in relation to shipping, roads, and railways. The Governors of these colonies would do well to follow in a great measure the system adopted in the better kind of British consular reports as regards our foreign trade.

Whatever may be the result of the Colonial Secretary's inquiry, the general condition of the Crown Colonies demands an investigation of a like kind, but of a more comprehensive character than that concerning our diplomatic and consular service made about thirty years ago. At that time a Select Committee of the House of Commons took evidence respecting this service, and its duties and the functions of the Foreign Office in regard to it, with the result that several improvements were effected shortly afterwards which would otherwise probably have been delayed much longer, or would not have occurred. Now, as a Royal Commission is a more important body to investigate political-economical questions than a Committee of either House of Parliament because several individuals of special knowledge can be selected to join the Commission who are not members of the Legislature, we think that such a body should be appointed to take evidence on other subjects beyond those referred to in Mr. Chamberlain's circular. One of these additional questions should relate to the constitution and powers of Crown Colony Governors and legislative and executive councils, and how the officers of the several Crown Colonies are governed and administered. This part of the subject should also include important information as to whether or not the colonies of the West Indies would be materially benefited, commercially and otherwise, by a confederated system whereby they would be governed by popularly elected local assemblies and a central assembly with one Governor and a few Lieutenant-Governors; and a Superior Court going circuit in substitution for the present judicial office. We also think that under the same branch of inquiry, investigation should be made as to whether the present method of distributing the business of the Colonial Office concerning Crown Colonies is advisable, and how it is discharged, and how it might be improved. This portion of the subject would involve questions as to the competency of the heads and leading subordinate officials of the different departments in relation to their duties. Such an inquiry is very important, especially as the Secretary of State, who is frequently changed, is seldom more than a figure-head, and is therefore much guided in his actions concerning Colonial administration by the Permanent and Assistant Under-Secretaries of State and the various officials. The control of British power over the Colonial Office is so insignificant that it appears to be Officially limited to questions occasionally put in the House of Commons, the replies to which are generally drawn up for the Secretary of State or the Parliamentary Under-Secretary by subordinate officials.

Complaints have been made from time to time, and apparently with good reason, that the want of anything like sufficient development of the trade of the Crown Colonies with this country is attributable in a great measure to the incompetency and lack of enterprise of the Governors of these possessions. In some cases, their inability to survive the climate is their only qualification. In others they have sprung from small positions in the Colonial service, and they are seldom, if ever, appointed Governors of any of the leading self-governing colonies, an exception, whether just or not, not likely to raise their standard of ability. Adequate evidence on this subject is much required, and should be given before the Commission. It seems advisable also that testimony should be adduced as to whether persons might not be selected as Governors who have been prominent in the Colonial service, but who, from their wide commercial experience, practical enterprise, and special fitness to develop the trade of such colonies, would become excellent administrators. In some of the larger colonies, having responsible government, the governors selected from the Colonial service have been few and far between compared with those who have not been trained there, and yet these outsiders have proved to be the most efficient Governors of the Crown Agents for the Colonies, these individuals act as commercial and financial agents in the United Kingdom for such colonies as have not Agents-General here. They are remunerated by fixed salaries, and are appointed by the Colonial Secretary, who exercises a general supervision and control over their compliance with the instructions of Crown Colony governments. Although in consequence of alleged defects in the organization of the department caused by investigations of the Colonial Office, the functions of their office are affected, and improvements therein, which are stated in a Parliamentary Paper published in 1881, a further inquiry should be made by the Commission we have recommended, with the view to the additional improvement of the services of these officers, and the commissions, brokers, and other expenses charged to the colonies for such services; and whether any or what proportion of expenditure would be saved by Crown Colonies if they raised their standard of ability, and employed these in the open market without the restriction referred to would probably be enhanced by the employment of Supreme Commissioners to thoroughly investigate in the Crown Colonies the condition of the trade and public works, and those which it might be advisable to undertake thereon and to submit a report of their inquiries to the Commission, which report should afterwards be published.

THE INTERNATIONAL COMMERCE OF THE WORLD.

[Daily Graphic Correspondent.]

It is very difficult to obtain exact comparative figures up to date of the whole of the foreign trade of the various countries of the world, as in very many cases the statistics are published both erratically and late. A good example of this is found in the fact that our own Board of Agriculture last month published a report on the export of cattle from Russia, for which country the last figures now obtainable are for the year 1893. Thanks are therefore due to the Treasury Department at Washington for the collection of statistics and preparation of a report on the foreign trade of the principal countries of the world for the ten years ending with 1895. The report itself consists simply of the tables of figures, together with a series of diagrams, the values being given in dollars, which I have for this article converted into English money at the rate of 4s. to the dollar. In all the countries but the omission of such countries as Russia and India shows clearly that the report deals only with those countries from which complete and up-to-date figures were obtainable. In the following table the annual values are given of the imports and exports of these sixteen countries on the average of the ten years ending with 1895, together with the total average annual volume of such foreign trade.

Country.	Imports.	Exports.	Total Trade.
Uruguay	£5,038,733	£5,321,511	£10,360,244
Japan	7,672,818	7,939,046	15,611,864
Denmark	10,350,012	11,993,045	22,343,057
Sweden	10,159,297	16,130,875	26,290,172
Chile	20,288,303	15,567,426	35,855,729
Argentina	31,871,460	18,929,671	50,801,131
Canada	23,882,528	20,596,180	44,478,708
Austria	25,399,098	31,385,460	56,784,558
Spain	33,167,871	31,357,793	64,525,664
Italy	52,749,889	53,977,416	106,727,305
Belgium	57,747,448	53,977,416	111,724,864
Netherlands	104,898,018	88,610,938	193,508,956
United States	153,779,006	168,513,480	322,292,486
Germany	180,486,313	155,400,366	335,886,679
France	208,153,563	177,377,454	385,531,017
United Kingdom	404,658,849	518,618,018	923,276,867

Below another table is given showing the excess of imports over exports, or the excess of exports over imports, as the case may be, in each of these countries:—

Country.	Imports over Exports.	Exports over Imports.
Uruguay	...	£307,378
Japan	...	471,228
Denmark	£4,426,667	...
Sweden	3,028,422	...
China	4,720,877	...
Argentina	2,041,789	...
Canada	2,286,348	...
Austria-Hungary	...	5,983,402
Spain	1,961,070	...
Italy	13,858,659	...
Belgium	8,543,332	...
Netherlands	16,285,080	...
United States	...	15,234,384
Germany	26,996,947	...
France	30,776,108	...
United Kingdom	...	109,043,934

These facts cannot fail to prove an interesting addition to our statistical knowledge on the international commerce of the world, while they must also be satisfactory to the country which has so great a preponderance of that trade as Great Britain is here shown to have.

NEW LIFE-SAVING APPARATUS.

The terrible loss of life in the wreck of the *Dryden* has caused a general alteration to be given to an exhibition of nautical life-saving appliances of one kind and another exhibited by Messrs. Roper and Son, at Palace Chambers, Westminster, recently. Life-saving appliances which don't save life—which get out of gear and break down when put to the test—are not unknown, of course. Indeed, almost the most typical of these are the regulation ships' boats, which take hours to lower into the water and capsize when they get there, and which at the very best are usually capable of carrying only a fraction of the total number to be accommodated. And it is in recognition of these many facts that Messrs. Roper appear to have set to work. Take their life raft, for instance. As shown in the models exhibited, it appears to be just the ordinary wide and roomy bridge met with on all great liners. And this indeed it is, but with a difference. For whereas the ordinary bridge is an integral part of the vessel, and goes down with her when she sinks, this bridge of the Messrs. Roper is instantaneously detachable on emergency, and is thus enabled, by means of the steel chain-chamber underneath with which it is equipped, to fulfil its secondary purpose as a life raft, and in this capacity to accommodate hundreds of passengers upon what is virtually an unsinkable and uncapsizable pontoon. Built of steel, a raft of this kind to span a 48 feet beam ship would weigh about six tons, would be capable of carrying 600 persons, and would cost £450. Ten life-boats with similar capacity would weigh three and a half tons each, and cost in all £14,000. Further, a raft of this sort can be lowered into the water by two men in less than one minute, while it takes six or eight men from ten to twenty minutes under the most favourable circumstances to launch each boat. H.M.S. *Polphemus* has two such rafts, carrying four hundred men, which are launched in forty-five seconds. Another principle adopted in Messrs. Roper's inventions is that of the multiple keel in place of the ordinary single keel, by which means, they contend, greatly increased strength and stability are secured. The patent davits, also, of the firm appear to be an enormous improvement on those commonly in use in their liability to foul, to sink, to jam the occupants out of the boat being lowered, etc. etc. In the case of Messrs. Roper's davits the falls, which are of steel wire, run in hollow tubes, and are therefore completely weather protected, the boats are instantaneously detached for lowering by means of an iron lever, and are then lowered by two men by means of a simple winch.—Ez.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

Hongkong, August 27th.

In their *Freight Circular* issued to-day Messrs Lamko and Rogge write:—
Dulness and inactivity have again been the order of the day and prospects for an improvement in the near future remain as remote as ever. The amount of business transacted is insignificant and the rates paid barely cover expenses.

SEX-FREIGHTS.—A couple of small steamers under Chinese time-charter and employed principally in the Hongkong-Singapore trade, having to work their way back from Saigon, had to accept 5 cents and 6 cents per picul respectively, figures on which any comment would be superfluous. It is impossible to say whether there will be any advance in rates during the remaining part of the present season, but what with high prices at Saigon and an apparently well-stocked market at Canton, combined with an over-supply of tonnage, any change for the better is a rather remote contingency.

From Saigon to Java there is some further demand existing, but one fresh charter only is on record so far.

From Saigon to Singapore a couple of steamers closed at the low rate of 9 cents per picul, both returning from Hilo to this at 10 cents and 12 cents per picul respectively. For the Philippines no fresh charters are reported; it is not unlikely, though, that more may be wanted there ere long.

SEX-FREIGHTS.—A couple of small steamers under Chinese time-charter and employed principally in the Hongkong-Singapore trade, having to work their way back from Saigon, had to accept 5 cents and 6 cents per picul respectively, figures on which any comment would be superfluous. It is impossible to say whether there will be any advance in rates during the remaining part of the present season, but what with high prices at Saigon and an apparently well-stocked market at Canton, combined with an over-supply of tonnage, any change for the better is a rather remote contingency.

Business from Newchwang and Chiaofoo has also remained without animation. We cannot give a quotation even for the voyage to Canton. To Amoy or Swatow a small carrier or two might obtain 13 cents per picul. To Kobe, chartering has been done from Newchwang at the unprecedentedly low rate of 8 1/2 cents per picul. For the new season's produce, say October-November loading, some of the local Companies' boats have been offering to back at 12 cents per picul for Amoy or Swatow, without, however, tempting charterers. The over-supply of tonnage is rendering prospects for next autumn's crop anything but brilliant.

On monthly terms, we have three fresh engagements to report, the first mentioned two boats in subjoined list having been taken up at Singapore and are to trade in the South, and the *4th* remains in the hands of her old charterers for the Hainan/Pakhoi trade. Her rate, although considerably lower than for her present terms of charter, compares favourably with those accepted for larger sized boats.

SAFETY.—For New York the *Manila* Lignas has sailed and the *Yokohama* and *Paul Rovers* have arrived from Shanghai to complete leading here. The *Saint Mark*, recently arrived, adds to the number of vessels to take the berth. Her charter was done about a month ago and shippers have very much lower

ideas of rates now. Tonnage here and up north continues largely in excess of the limited requirements everywhere, and tall-freights are more than slack all over the East. Arrangements have been made at Shanghai for the *Dryden* to take the berth there; she is likely to call here to fill up.

There is no business offering in any other direction.
COASTWISE.—Tonnage is wanted Mantero to Singapore and thence to Hongkong, and also from Rajah to this port, but at very low rates.
CASUALTIES.—The *S. D. Carlisle*, bound for Shanghai with oil from New York, has arrived in distress. She will probably have to discharge her cargo and go into dock for repairs.

SHIPPING AND MAIL NEWS.

MAILS DUE:—
Tacoma (Tacoma) to-morrow.
Indian and Straits (Straits) 31st inst.
French (Vasal) 1st prox.
American (Straits) 5th prox.
Tacoma (Victoria) 11th prox.
American (Straits) 13th prox.
Canadian (Empress of Japan) 16th prox.

THE P. & O. S.N. Co.'s steamer *Aden*, from China, arrived at London on the evening of the 25th inst.

THE D. D. R. steamer *Irene*, from Hamburg, left Singapore for this port on the 25th inst, and may be expected here on or about the 1st prox.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.
ARRIVALS.
Peking steamer from Shanghai.
Haitan " " Coast Ports.
Kashig " " Canton.
Tatung " " Canton.
Kwanglo " " Singapore.
Emperor " " Sandakan.
Memon " " Sandakan.
Aggregating 9,854 tons register.

DEPARTURES.
Benarich Maru, steamer, for Shanghai.
Maidin " " Holbow.
Glaucus " " Amoy.
Ravenna " " Europe.
Chival " " Swatow.
Admiral " " Saigon.
Kashig " " Shanghai.
Aggregating 11,640 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.
Pictoria in Kowloon Dock.
Kiang Tung " " " "
Pact " " " "
Tatung " " " "
Lao Sok " " Cosmopolitan.
John Baskley " " " "

PASSED THE CANAL.
OUTWARD.—17th July—*Tesler*, *Leander*, 21st July—*Agapitus*, 31st July—*Mogul*, *Wendington*, 4th August—*Broomshire*, *Irene*, *Queen Olga*, *Isabel*, *Maru*, *Dorothea*, 7th August—*Glenkiln*, *Java*, *Kimmun*, *Natal*, 11th August—*Mislan*, 14th August—*Cala*, *London*, *Malacca*, *Palamed*, *Ettrick*, *Calhoun*, *Branch*, *Raidy*, 21st August—*Copala*, 24th August—*Ona*, 25th August—*Sargidun*.

HOMEWARD.—18th August—*Benarich*, *Carver*, *Marshall*, *Glaucus*, *Frederick*, *Kacochima*, *Maru*, 21st August—*Achilles*, *Milbourne*, *Thalia*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—"Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to convalescent patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach."—E. A. ROOBY, M.D., Butter-Knowle, Dullington. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—(Advt.)

NOTICE.

IT is hereby notified that the PORTION of WING LOK STREET leading from the HARBOUR OFFICE WESTWARDS to the PRAYA will be CLOSED to WHEELED TRAFFIC until further notice.

By Order,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 25th August, 1896. [1348]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of BUSINESS CONTRIBUTED during the Half-year ended 30th June, 1896, on or before the 15th September, on which date the Accounts will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 25th August, 1896. [1350]

HONGKONG AND WHAMPOA DOCK COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 PER CENT. per Share and BONUS of 4 PER CENT. for the Six Months ending 30th June, 1896, DECLARED on Monday's Ordinary Half-yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND WHAMPOA DOCK COMPANY on and after TUESDAY, the 25th August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the COMPANY'S OFFICE, No. 14, Prince Central.

By order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 24th August, 1896. [1351]

Hotels.

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,350 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).
One person, per day 4.00
One person, per month 75 to 90.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month 150.00
Married couple (occupying two rooms) per month 170.00
Extra Bed Room, per month 40 to 50.00
For further particulars, apply to THE MANAGER, New Victoria Hotel, Hongkong, 2nd April, 1896. [87]

NEW VICTORIA HOTEL.

WE have the honour to inform our PATRONS, FRIENDS and the PUBLIC GENERALLY, that we have made arrangements to OPEN a ROTISSERIE in connection with the above Hotel on SEPTEMBER 1ST NEXT.

PRICES:—
Breakfast 50 Cents. Per Month \$10.00
Dinner 75 do. do. 15.00
Dinner \$1.00 do. do. 20.00
Breakfast and Dinner, do. 25.00
Dinner and Dinner, do. 30.00
Breakfast, Dinner and Dinner, do. 40.00
CHOPS, STEAKS, &c., &c., will be served at any time between 7.30 A.M. and 11.30 P.M.

at MODERATE RATES.
PRICE LISTS of everything issued Daily.
MADAR & FARMER, Proprietors.
Hongkong, 27th July, 1896. [1190]

VICTORIA HOTEL, CANTON.

MESSRS. MADAR & FARMER have the pleasure to inform their Patrons, Friends and the Public Generally that, having leased the SHAMKIN HOTEL, they have Refurnished the Establishment, had it newly improved in every department, and have now RE-OPENED it under the more popular Style of VICTORIA HOTEL.

For further Particulars, apply to the MANAGER of NEW VICTORIA HOTEL, Hongkong.
Hongkong, 10th December, 1895. [307]

FUJIYA HOTEL, MIYANOSHITA, HAKONE.

Four and a half hours from Yokohama. FIRST-CLASS ACCOMMODATION. NATURAL HOT SPRINGS.

Intimations.

NOTA BENE.

A GOOD THING IS WORTH REPEATING!

CHAMPAGNE BITTERS

A TONIC

FOR BRAIN-WORKERS, THE WEAK, AND DEBILITATED.

WATKINS & CO., Proprietors,

APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 24th July, 1896.

TWENTY (20) PER CENT.

SAVING OF FUEL!

HOLDSWORTH'S
MICA COMPOSITION

FOR

BOILERS AND STEAM PIPES.

THE ONLY SELF-ADHESIVE AND PERMANENT NON-CONDUCTOR.

ASBESTOS COMPOSITION AND INSERTION AT REDUCED RATES.

For further Particulars, Prices, and Estimate, apply to

C. HOLDSWORTH,

EASTERN MICA WORKS,

HONGKONG.

Hongkong, 24th June, 1896.

PHARMACEUTIC PRODUCTS OF THE FARBERWERKE VORM MEISTER,
LUCIUS & BRUNING HOCHST A/MAIN.

Dr. KNORR'S LION BRAND

"ANTIPYRINE,"

(DOSE FOR ADULTS 15 TO 35 GRAINS TROV)

Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING-COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE. Each Tin bears the Inventor's Signature "Dr. KNORR" in red letters.

"DERMATOL,"

Is the best Vulnerary. Its effect in stimulating the closing-up of Wounds is described as amazing.

Dr. OVERLACH'S

"MIGRAININE,"

(ANTIPYRINE-CAFFEINE CITRATE)

Is available for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed. To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

MITSUI BUSSAN KAISHA.

No. 8, Queen's Road Central.

Head Office—TOKIO.

Branch Offices—
LONDON, NEW YORK, BOMBAY,
SINGAPORE, SHANGHAI, TIENTSIN,
NEWCHANG and all ports in JAPAN.

Agents—

Miki Coal Mines,
Osaka Coal Mines,
Kanada Coal Mines,
Tokyo Marine Insurance Co., Limited,
Meiji Fire Insurance Co., Limited,
Waterbury Watch Co., Limited,
Imperial Government Paper Mills, Japan,
Cotton Cleaning and Wkg. Co., Shanghai,
Onoda Cement Company, Japan,
Kureguchi Cotton Spinning Mill, Japan,
Tokyo Cotton Spinning Mill, Japan,
Hayashi Clock Factory.

LAND AND SEA MAY LIE
BETWEEN YOU ANDCHICAGO,
U.S.A.

No matter where you live, we can deliver to you cheaper than you can buy anywhere else in the world: Clothing, Shoes, Dry Goods, Watches, Jewelry, Sewing Machines, Harness, Saddles, Hardware, Tools, Guns, Ammunition, Bicycles, Agricultural Implements, Vehicles of all kinds, Furniture, Hooks on every subject. To introduce to you our immense facilities, we will send free of charge to you or any other foreign resident our "BUYERS' GUIDE," a 34 pound book, 700 pages, 13,000 illustrations, 40,000 descriptions—irresistible in ordering—and our "HAND BOOK FOR FOREIGN BUYERS," which gives all information necessary to put you in touch with our methods. Send us your address and we will do the rest.

MONTGOMERY, WARD & Co.,
111 to 118 Michigan Ave. Chicago, U.S.A.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENMOHR,"

Captain Le Boulle, will be despatched as above on or about SATURDAY, the 5th Sept.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 24th August, 1896.

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENLARG,"

Captain Wallace, will be despatched as above on or about TUESDAY, the 8th September.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 24th August, 1896.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Eathurst, will be despatched for the above Ports TO-MORROW, the 28th instant, at Noon.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co.,

General Managers.

Hongkong, 27th August, 1896.

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as above TO-MORROW, the 28th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th August, 1896.

THE CHINA AND MANILA STEAMSHIP

COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port TO-MORROW, the 28th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 24th August, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Glegg, will be despatched as above on SATURDAY, the 29th instant, at 4 P.M.

Instead of as previously advertised.

For Freight or Passage apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 17th August, 1896.

"BEN" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"BENVORLICH,"

Captain Clark, will be despatched as above on SATURDAY, the 29th instant, at 4 P.M.

For Freight or Passage apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 25th August, 1896.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Steamship

"GUTHRIE,"

Captain St. John George, will be despatched as above on MONDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 25th August, 1896.

NAVIGAZIONE GENERALE ITALIANA.

(FLORENCE & RUBINATO UNITED COMPANIES).

STEAM FOR

SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail

Steamers to ADEN, SUEZ, PORT SAID,

MESSINA, NAPLES, LEGHORN and

GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRA-

NEAN, ADRIATIC, LEVANTINE and

SOUTH AMERICAN PORTS up to

CALCUTTA.

Taking Cargo at through rates to PERSIAN

GULF and BAGDAD.

ALSO

BARCELONA, VALENCIA, ALICANTE,

ALMERIA and MALAGA.

THE Steamship

"LETIMBRO,"

Captain Belsito, will be despatched as above on WEDNESDAY, the 2nd September, at Noon.

At Bombay the Steamer is discharging its

VICTORIA DOCK.

For Further Particulars regarding Freight and

Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 26th August, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS,"

Captain Hannab, will be despatched as above on THURSDAY, the 10th September.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 26th August, 1896.

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENFRUIN,"

Captain Danks, R.N.R., will be despatched as above on or about THURSDAY, the 10th September.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 25th August, 1896.

JAVA, CHINA, JAPAN LINE OF

STEAMERS.

UNDER MANAGEMENT OF THE

ROYAL PACKET NAVIGATION COMPANY

OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE,

AMOY, HONGKONG, SINGAPORE,

JAV.

FROM HONGKONG.

S.S. Garmada..... To JAVA..... 1 Sept.

S.S. Castina..... To JAVA..... 1 Oct.

S.S. Federation... To JAVA..... 1 Nov.

S.S. Castina..... To JAPAN... 1 Sept.

S.S. Federation... To JAPAN... 1 Oct.

S.S. Garmada..... To JAPAN... 1 Nov.

General Agents for China & Japan.

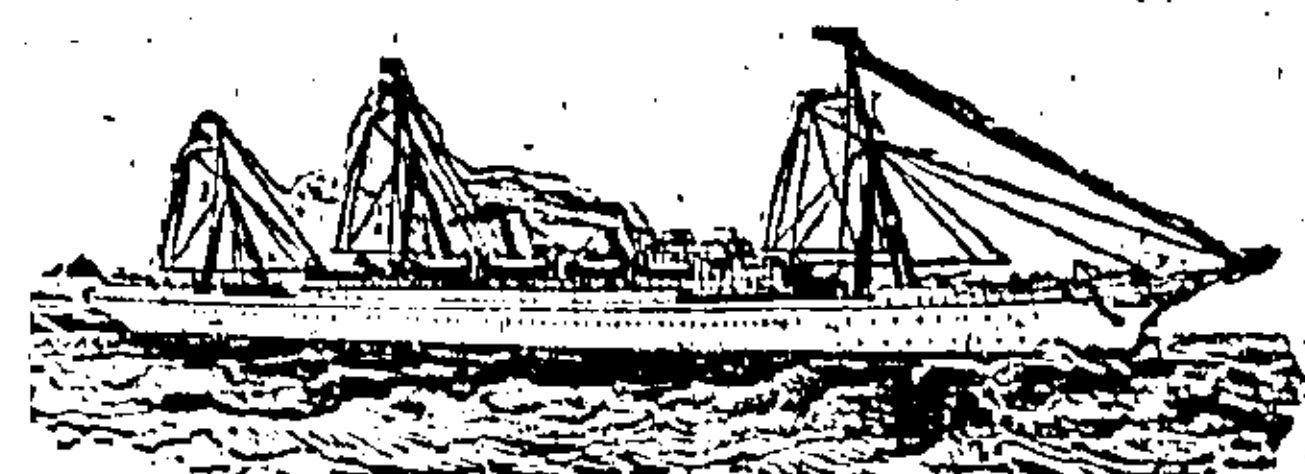
LAUTS, WEGENER & Co.

Hongkong, 22nd August, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—14,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 2nd September.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 10th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further Information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 12th August, 1896.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS.

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 12th Sept., at Noon.

Cofne (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 30th Sept., at Noon.

Gauke (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 17th Oct., at Noon.

THE Company's Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 12th September, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 25th August, 1896.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
HARTMAN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND BRAND,
HARTMAN'S GREY PAINT,
DAMLER'S PATENT MOTOR LAUNCHES,
&c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896.

Mails.

NORTHERN PACIFIC
STEAMSHIP AND RAILROAD
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$100.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK \$150.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM

HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma 4.549 | Thursday... | Sept. 3.

Victoria 3.107 | Monday... | Sept. 21.

Olympia 3.503 | Friday... | Oct. 9.

Bismarck 3.601 | Tuesday... | Oct. 27.

THE Steamship

"TACOMA,"

will sail at Noon, on THURSDAY, the 3rd September, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For